

THE TRANSFORMER



Air Staff News

HQ USAF Traffic Management Personnel Update

Col Tim Turner is the new Chief, Traffic Management Division, replacing Col Ted Brewer who is now Commander, 375th Logistics Group at Scott AFB. Col Turner came to the Air Staff from Dover AFB, where he commanded the 436th Logistics Group. He has extensive experience leading a variety of logistics and transportation organizations. In previous assignments, he served at HQ AFMC; the DoD Inspector General's staff; 322nd Airlift Division; the Office of the Secretary of Defense; and in four different aerial port squadrons (Dover, Hellenikon, Andrews, and Howard). Col Turner was commissioned following graduation from the University of Wyoming in 1978. In addition to serving in many challenging assignments since his commissioning, he also had enlisted service from 1968 to 1975, with assignments in North Dakota, Virginia, and Canada. Col Turner and his wife, Diana have one son, Ryan, currently a sophomore majoring in computer science at Virginia Tech. Please welcome him aboard at: Tim.Turner@pentagon.af.mil or give him a call at DSN 227-5896.

Lt Col Andy Kiracofe and Majors Steve Gregorcyk and Roger Brooks have also joined the Directorate. Lt Col Kiracofe replaces Lt Col Jack Tracy who is retiring on 16 July after more than 30 years of service. Lt Col Kiracofe can be reached at DSN 224-7669 or by e-mail at: Andrew.Kiracofe@pentagon.af.mil. Maj Gregorcyk will serve on the Cargo Team and may be reached at DSN 227-4744 or Steven.Gregorcyk@pentagon.af.mil. Maj Brookks joins the Strategic Mobility Team. He may be reached at DSN 227-7335 or e-mail: roger.brooks@pentagon.af.mil. We also have several reassignments to announce: Maj Tom Jett moved from ILTR to ILSY (where he replaced Maj Bob Egbert as the Second Destination Transportation Program Element Manager). He may be reached at DSN 227-0659 or e-mail Thomas.Jett@pentagon.af.mil. Maj Bob Egbert moved from ILSY to ILT (where he replaced Lt Col John Lundebly as the exec), he may be reached at DSN 227-2436 or Robert.Egbert@pentagon.af.mil.

In addition to the departures of Col Brewer and Lt Col Tracy, we are losing Lt Col Glenn Rudd, Lt Col John Lundebly and Maj (sel) Amy Pappas. Lt Col Rudd is heading off to command the 89th Aerial Port Squadron at Andrews AFB. Capt Pappas will be the operations officer for the 345th Training Squadron at Lackland. Lt Col Lundebly who left the exec's job is moving on to be the Commander of the 62d Aerial Port Squadron at McChord AFB Washington.. We extend to them a hearty Traffic Management salute and our appreciation for a job well done!

POC: Lt Col Greg White
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TC-AIMS II UPDATE

TC-AIMS II is a joint migration system that will provide an integrated unit move and traffic management office (TMO) capability. It will eventually replace the Air Force's Cargo Movement Operations System (CMOS) and will be a key component of the Integrated Deployment System. It also will contain Deployment Management System (DeMS) functionality. Last fall, the Joint Program Management Office (JPMO) determined the baseline capability, an integrated unit move/TMO capability, would be delivered in three releases: 3.01 - limited unit move; 3.02 - enhanced unit move; and 3.03 - TMO capability.

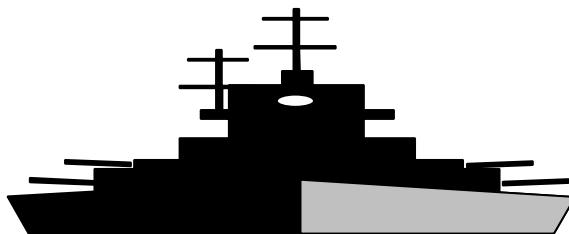
In April 1999, the JPMO announced the program was not executable within established cost and schedule. Release 3.01 was delivered to the government in January 1999 but did not meet government requirements. The new date for the 3.01 release is October 1999. It will then undergo government and operational testing prior to meeting a fielding decision. A limited fielding of Release 3.01 is planned and a full fielding will be accomplished when a TMO capability is available in Release 3.03. Cost and schedule for the remaining releases is unknown at this time. Several options for the remaining releases are under review, and the Army has asked an independent evaluator to conduct an assessment of the options. The results of the assessment will be presented to a General Officer Steering Committee in October 1999. More information on TC-AIMS II is available at the TC-AIMS II web site: www.tcaimsii.belvoir.army.mil.

POC: Major Steve Gregorcyk
HQ USAF/ILTT
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DSN 227-4742.

Award Winning Teamwork

Congratulations to the members of the Cargo Movement Operations System (CMOS) Program Office and their Industry Information Processor (I2P) partners--United Parcel Service, Federal Express, and Emery Worldwide--on their selection as the winner of the Department of Defense's Best Electronic Commerce – Large Business Award. Together they streamlined the commercial movement of freight by making use of electronic commerce. The successful implementation of I2P exemplifies how DoD and commercial industry can partner to improve our business processes for everyone. Keep up the outstanding work!!

POC: Lt Col Greg White
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TRAFFIC MANAGEMENT**Shipment of Nonconforming Privately-Owned Vehicles (POVS)**

1. REFERENCES:

- A. CONTRACT NUMBER DAMT 01-98-D2005, DTD 21 SEP 98.
- B. JOINT DETERMINATION #98025/CIVILIAN TRAVEL DETERMINATION #98016, SUBJECT: MAP ITEM 13-98/CAP ITEM 16-98, REMOVAL OF FOREIGN POV RESTRICTIONS FROM JFTR/JTR
- C. [HTTP://WWW.CUSTOMS.USTREAS.GOV/TRAVEL/AUTO.HTM](http://www.customs.ustreas.gov/travel/auto.htm)
- D. [HTTP://WWW.NHTSA.DOT.GOV/CARS/RULES/IMPORT/](http://www.nhtsa.dot.gov/cars/rules/import/)
- E. MTOP-T MESSAGE, DTG 271530 JAN 99, SUBJECT: SHIPMENT OF NONCONFORMING PRIVATELY OWNED VEHICLES (POVS)

2. THIS MESSAGE PROVIDES UPDATED GUIDANCE CONCERNING POV SHIPPING ENTITLEMENTS AND INSTRUCTIONS FOR SHIPPING DOD-SPONSORED POVS THAT DO NOT MEET U.S. SAFETY AND EMISSIONS SPECIFICATIONS, HEREAFTER REFERRED TO AS NONCONFORMING POVS.

3. REFERENCE 1B REVISED THE JFTR TO REMOVE THE TERM FOREIGN-MADE POV AND REMOVED RESTRICTIONS ASSOCIATED WITH SHIPPING THESE TYPE VEHICLES. HOWEVER, POVS IMPORTED TO THE U.S. ARE STILL SUBJECT TO SAFETY STANDARDS UNDER THE MOTOR VEHICLE SAFETY ACT OF 1966, REVISED UNDER THE IMPORTED VEHICLE SAFETY COMPLIANCE ACT OF 1988 RECODIFIED AT 49 U.S.C. 301; BUMPER STANDARDS UNDER THE MOTOR VEHICLE INFORMATION AND COST SAVINGS ACT OF 1972, (WHICH BECAME EFFECTIVE IN 1978), RECODIFIED AT 49 U.S.C. 325; AND AIR POLLUTION CONTROL STANDARDS PROMULGATED BY THE ENVIRONMENTAL PROTECTION AGENCY (EPA) UNDER THE CLEAN AIR ACT OF 1968, AS AMENDED IN 1977 AND 1990. THESE LAWS AND REGULATIONS APPLY TO IMPORTING POVS TO ANY STATE OF THE UNITED STATES, THE DISTRICT OF COLUMBIA, PUERTO RICO, THE NORTHERN MARIANA ISLANDS, GUAM, AMERICAN SAMOA, AND THE VIRGIN ISLANDS.

4. IT IS HIGHLY RECOMMENDED THAT A COPY OF THIS MESSAGE DETAILING THE PROHIBITIONS AND MODIFICATION REQUIREMENTS FOR NONCONFORMING VEHICLES BE PROVIDED TO THE SERVICE MEMBER DURING COUNSELING. THE COUNSELOR SHOULD ALSO ADVISE THE SERVICE MEMBER THAT THERE MAY BE SUBSTANTIAL EXCESS COSTS INVOLVED IN CONVERTING A NONCONFORMING POV TO MEET U.S. SPECIFICATIONS. ALSO, RECOMMEND THAT THE SERVICE MEMBER BE ADVISED TO INVESTIGATE THE SITUATION THOROUGHLY BEFORE A VEHICLE IS PURCHASED FOR IMPORTATION TO THE UNITED STATES.

5. THE DEPARTMENT OF TRANSPORTATION (DOT) AND THE EPA ADVISE THAT MODIFICATIONS REQUIRED TO BRING A NONCONFORMING POV INTO COMPLIANCE WITH U.S. SAFETY AND ENVIRONMENTAL STANDARDS MAY BE SO EXTENSIVE AND COSTLY THAT IT MAY BE IMPRACTICAL AND IMPOSSIBLE TO ACHIEVE SUCH COMPLIANCE. THESE MODIFICATIONS ARE PERFORMED BY REGISTERED IMPORTERS (RI) AND INDEPENDENT COMMERCIAL IMPORTERS (ICI). THE

AVERAGE COST TO BRING A VEHICLE INTO COMPLIANCE WITH U.S. SPECIFICATIONS IS \$5,000 TO \$6,000. FURTHER, UNLESS A VEHICLE OF THE SAME MODEL YEAR IS OFFERED FOR SALE IN THE U.S., IMPORTATION IS NOT RECOMMENDED. AS A GENERAL RULE, ALL POVS LESS THAN 25 YEARS OLD MUST COMPLY WITH ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS, AND ALL POVS LESS THAN 21 YEARS OLD MUST COMPLY WITH FEDERAL EMISSIONS STANDARDS. FULFILLMENT OF FEDERAL REQUIREMENTS DOES NOT RELIEVE THE SERVICE MEMBER FROM FULFILLING SPECIFIC REQUIREMENTS OF A STATE OR DISTRICT WHERE THE VEHICLE WILL BE REGISTERED OR OPERATED. FOR INFORMATION REGARDING REGISTRATION OR OPERATION OF A PROPERLY IMPORTED VEHICLE IN A SPECIFIC STATE, THE SERVICE MEMBER SHOULD CONTACT THE STATE/DISTRICT DEPARTMENT OF MOTOR VEHICLES OR OTHER APPROPRIATE AGENCY.

6. SERVICE MEMBERS SHOULD BE SKEPTICAL OF CLAIMS BY A FOREIGN DEALER OR OTHER SELLER THAT A VEHICLE MEETS U.S. STANDARDS OR CAN READILY BE BROUGHT INTO COMPLIANCE. VEHICLES MANUFACTURED TO MEET FEDERAL MOTOR VEHICLE SAFETY STANDARDS HAVE A CERTIFICATION LABEL AFFIXED BY THE ORIGINAL MANUFACTURER IN THE AREA OF THE DRIVER-SIDE-DOOR. VEHICLES MANUFACTURED TO MEET FEDERAL MOTOR VEHICLE EMISSIONS STANDARDS HAVE AN EMISSIONS LABEL AFFIXED IN THE ENGINE COMPARTMENT STATING THAT THE VEHICLE MEETS U.S. EPA EMISSIONS STANDARDS. VEHICLES LACKING CERTIFICATION LABELS ARE NONCONFORMING AND MUST BE BROUGHT INTO COMPLIANCE USING AN RI/ICI, EXPORTED, OR TURNED OVER TO THE U.S. CUSTOMS SERVICE.

7. INFORMATION FOR IMPORTING AND CONVERTING VEHICLES TO U.S. SPECIFICATIONS MAY BE OBTAINED FROM THE WEB SITES AT REFERENCES 1C AND 1D. INFORMATION CONCERNING VEHICLE EMISSIONS AND LISTING OF ICI COMPANIES MAY BE OBTAINED FROM THE EPA, 202-564-9660. INFORMATION CONCERNING COMPLIANCE WITH MOTOR VEHICLE SAFETY STANDARDS AND LISTING OF RI COMPANIES MAY BE OBTAINED AT REFERENCE 1D AND FROM THE DOT SAFETY HOTLINE, 800-424-9393 (IN U.S.), OR 202-366-0123.

8. A SERVICE MEMBER CHOOSING TO SHIP A NONCONFORMING POV TO THE UNITED STATES VIA THE DEFENSE TRANSPORTATION SYSTEM (DTS) MUST, AS A CONDITION OF SHIPMENT, PROVIDE WRITTEN PROOF THAT HE/SHE HAS ENTERED INTO A CONTRACT WITH A RI/ICI, AND THAT THERE IS A COMPLIANCE AND CONVERSION AGREEMENT. THE SERVICE MEMBER MUST USE A RI/ICI LOCATED IN THE VICINITY OF THE FINAL DESTINATION VEHICLE PROCESSING CENTER (VPC). THE SERVICE MEMBER WILL BE RESPONSIBLE FOR ANY EXCESS COSTS RESULTING FROM THE INLAND MOVEMENT TO A RI/ICI THAT IS BEYOND THE AREA OF THE SERVICE MEMBER'S ENTITLEMENT, WHICH IS NORMALLY POV DELIVERY TO THE VPC NEAREST THE NEW PERMANENT DUTY STATION. THE SERVICE MEMBER SHOULD BE ADVISED TO OBTAIN A SIGNED COPY OF THE U.S. CUSTOMS ENTRY FORM, WHICH IS OFTEN REQUIRED BY STATE/DISTRICT DEPARTMENT OF MOTOR VEHICLES AS PART OF PROOF OF CONVERSION.

9. THIS IS A COORDINATED USTRANSCOM, MTMC, AND MILITARY SERVICES

MESSAGE.

10. FURTHER INFORMATION IS AVAILABLE ON THE MTMC WEBSITE AT WWW.MTMC.ARMY.MIL/PROPERTY. POC IS MR. CHARLES HELFRICH, MR. DAVID GIBSON, OR MS. BARBARA DINKINS, HQMTMC PERSONAL PROPERTY DIVISION, 703-681-6710/8574, DSN 761, FAX X3438, OR E-MAIL: HELFRICC@BAILEYS-EMH5.ARMY.MIL; GIBSOND@BAILEYS-EMH5.ARMY.MIL; DINKINSB@BAILEYS-EMH5.ARMY.MIL.

Note: Please ensure that members going PCS to Puerto Rico, the Northern Mariana Islands, Guam, American Samoa, and the Virgin Islands are advised that their POVs must conform to the same safety and EPA specs as those imported to the US. Because there is no RI/CI in Guam, the member cannot meet the requirements in paragraph 6 above. Therefore, their vehicles will be turned away at the VPC. Information on other US territories will be provided as it becomes available.

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Inbound Beeper Locator Service

Nellis AFB NV established a "Inbound Beeper Locator Service" approximately 10 months ago. After extensively reviewing our program we strongly recommend the program to all DoD activities. The program allows customers to be contacted via beeper when their household goods arrive. The program can be started with minimal cost and limited manpower. Nellis purchased 10 beepers at a cost of \$198.00, and an annual utilization fee of approximately \$1,100.00. So, as you can see the initial economic costs are small. The program is managed by the inbound personal property supervisor who identifies personnel who require direct deliveries and retiree's whose property is coming out of NTS. The process is initiated when the member is contacted by TMO or contacts the TMO themselves concerning their household goods shipment. We recommend the member then come by the office and obtain a beeper which they will use until their shipment arrives and is delivered. Inbound personnel sign out the beepers on a hand receipt to ensure accountability and subsequently, contact the member via the beeper when the shipment arrives. During the peak-season we normally have approximately 7 - 9 beepers signed out, and during the slow periods we have between 3 and 4 beepers signed out to DoD members. Active duty personnel applaud the program because they are not tied to the telephone for notification and don't have to check in with the TMO every couple of hours. Retiree's whose shipments are coming out of NTS and are not authorized SIT at destination are offered this service to ensure they are not subjected to any unnecessary hardship. It is estimated that DoD saved over \$127,000.00 during the review period by avoiding unnecessary SIT and waiting time. Thus, with little effort and cost the traffic management office can increase the quality of service provided and reduce the overall transportation cost to the government.

POC: SMSgt Beall
Nellis AFB NV
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Tinker AFB Passenger Service Representative Volunteer

When you think of retired military members volunteering, you normally think of the base hospital. But, here at Tinker you can see retired military personnel almost anywhere you look on base. There is one office on Tinker that

you wouldn't think of seeing a volunteer and that is the passenger terminal. You may be asking yourself, "The passenger terminal has a volunteer?" Yes, we do and we are proud of him.

Master Sergeant Rex Riggleman (Ret.) is assigned to us through the Tinker AFB Retiree Activities Office (RAO). Rex helped create the volunteer slot in 1996. He volunteers his time at the terminal assisting space-a passengers and monitoring flight schedules from three regional bases. He also has become the terminal handyman when extra duties need to be done. He goes the extra miles at times, by loading people in his truck and taking them to the airport or bus station when their flights get cancelled.

Originally from West Virginia, he spent 20 years in the Air Force as an administrative specialist and also working in aircraft operations at various assignments in CONUS, and PACAF. He got in the pax business while serving a tour at Hickam AFB, Hawaii. While in a SAC unit there, he manifested passengers and transported them to the airplane. Guess you could say that after that it grew on him.

As the Tinker area hosts a large military retiree population his efforts to "get the word out" about space available flight information have been enthusiastically received. Our retirees have come to appreciate his personal attention and one on one flight information. Says Rex, "I just want to stay in touch with the folks on active duty as well as the retirees. The changes in space-a travel have made the system better. Making every possible seat available has come to mean so much for so many travelers."

If you would like additional information on this program, Rex may be reached at DSN: 339-4339 or Email at RIGG455@AOL.COM. He would be happy to help you get a volunteer program started at your base.

POC: SSG Lorraine K. Cordova
Tinker AFB OK
DSN: 339-4339

AERIAL PORT OPERATIONS

Cargo Movement Workshop Summary

A meeting of Air Force field level transportation personnel was recently hosted by the Air Force Research Laboratory's Sustainment Logistics Branch (AFRL/HESS) at Wright Patterson AFB. The objectives of the meeting were: 1) To identify and prioritize problems and issues with current cargo movement processes and technology; 2) Brainstorm ways to address the top four issues; 3) To project possible future operations and technologies (in the years 2010-2015), and identify the technology gaps between today and the future projections; 4) Information exchange/idea sharing between all attendees. The attendees were a representative sample of base level transportation functions as well as two Installation Deployment Officers. The information obtained in the meeting is being used to focus the transportation technology research being conducted within the Sustainment Logistics Branch.

The top five issues (ranked by the participants in order of importance) with current processes and technology were:

Lack of sufficient cargo in-transit visibility

Lack of communication to end users in the field – so they can plan for incoming cargo

Lack of correct type of MHE available where and when required

Hazardous material not being ready for shipment – not packed properly, paperwork not correctly completed, etc.

Lack of integrated units to provide aerial port functions at deployed locations, such as the former Mobile Aerial Port Squadron (MAPS).

Recently the AFRL established a long-term presence in the area cargo movement technology research under the direction of Mr. Sam Kuper. Some of Mr. Kuper's key findings from site visits as well as other workshops are as follows:

KEY FINDINGS

Information flow primary Defense Transportation System (DTS) constraint

Physical infrastructure an emerging constraint

Material Handling Equipment (MHE) area of major concern

New fielding and procurements underway (60K Loader and Next Generation Small Loader)

Will improve but not optimize operations

Footprint, cost and low reliability still issues

Supplemental technologies can provide benefits

Primary Defense Transportation System (DTS) bottlenecks at ports

Precision airdrop area of greatest leverage in DTS but...

User interest uneven/inconsistent

Primarily because airdrop currently very expensive

Work still being accomplished by AFOSR, Army and AFRL at Hanscom AFB, MA

Limited ability to link combat scenarios with underlying logistics operations

Research ideas and requirements are welcome and encouraged from transporters at all levels. The goal is to research and provide transporters with technologies to enhance Agile Logistics. For more information on the workshop, please contact Mr. Sam Kuper at AFRL/HESS Wright-Patterson AFB OH

DSN: 785-9684 or Samuel.Kuper@he.wpafb.af.mil

POC: Major Scott R. Harbula

HQ AFMC/LGTT

Wright-Patterson AFB OH

DSN: 785-9684

COMBAT READINESS

Operational Readiness Inspections

Air Transportation inspectors have noted areas of concern in regard to performing a Joint Inspection (JI) during recent operational readiness inspections. Joint Inspectors were unaware of the requirements needed to ensure cargo is "airworthy." Recent examples of this include: no knowledge of the 100 percent hazardous material inspection or no system in-place to accomplish this, no current messages available, the same person signing the DD Form 2133 also certified the hazardous cargo, the person signing the JI form was not the person accomplishing the inspection, and no hazardous cargo labels on secondary hazards loaded in the back of vehicles. The publications "Inspectors" must be working from are:

- DoD 4500.9-R, Defense Transportation Regulation (DTR), Part III (Mobility). For the units that continue to carry AFJI 24-108 (formerly AFR 76-6), this is obsolete.
- AFI 10-403, Deployment Planning, AMCSUP1 (dated 15 Aug 1998)
- AFJMAN 24-204, Preparing Hazardous Materials for Military Shipment
- Applicable aircraft -9's
- AFJI 24-109, Air Terminals and Aerial Ports
- DoD 4500.32R, Military Standard Transportation and Movement Procedures (Appendix G, to support ITV)
- MILSTD 129, Marking for Shipment and Storage

Also, AMC Form 1015, HAZMAT Inspection and Acceptance Checklist, Dtd December 1998 is available for use. While AMCI 24-101, Vol 11, the prescribing directive, is still at the editors, the form can be downloaded from the

AMC Publication Library (<http://public.scott.af.mil/hqamc/pubs/amcforms.htm>). The form identifies items that must be checked to insure a shipment meets documentation, preparation, and packaging requirements of AFJMAN 24-204.

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VEHICLE MAINTENANCE

Combining LGTO and LGTM Into a Vehicle Management Flight

The 90th Transportation Squadron created a tiger team to explore the feasibility of combining LGTO and LGTM into a Vehicle Management Flight. The team was comprised of 5 members with the highest rank of Technical Sergeant. Junior members were selected to bring a fresh approach and not be tied to years of ingrained work structure. Through research and analysis of AFIs, CFETPS, and STS', the team concluded that 25% of LGTM and LGTO tasks were similar and could be combined. The team agreed that the integration of several offices would increase customer service inside and outside of the organization and increase TRNS efficiency in support of the wing and its mission. They proposed the merger of vehicle dispatch, DO vehicles, and mobile maintenance into a Dispatch Operations Section that would simplify dispatch procedures and enhance control of DO vehicles. Their research indicated the unification of Fleet Management and Maintenance Control and Analysis (MC&A) would be an efficient and practical method to keep the vehicle fleet in service providing a "cradle to grave" vehicle management. As material control and equipment support, both procure, account for, and issue equipment. The team concluded the merging of these two offices would enhance procurement procedures and create one focal point for supplies. The final unification would involve LGTO and LGTM training sections to provide one centralized point for all training programs within the Vehicle Management Flight. The team briefed their findings to HQ AFSPC, which included several proposals. HQ AFSPC/LGT concurred with 90 TRNS Tiger Team's #1 proposal with a few minor adjustments. They forwarded the proposal to HQ Air Force for approval and to use as the blueprint for the FY99 reengineering initiative. In December 1998, 90 TRNS merged their Maintenance Control and Analysis and Fleet Management elements into a Vehicle Management Element. The reorganization has received rave reviews from our customers as we now provide a "one-stop shop" that can handle all customer issues and management of fleet assets. The merge reduced files maintained by 25% and assigned manning is six versus nine authorized.

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CNG Infrastructure Success Story

Transportation units are the providers and maintainers of vehicles, so naturally we are also the focal point to ensure the infrastructure needed to fuel "our" alternate fueled vehicles (AFV) is secured. Sound familiar? Back in 1992, when the Energy Policy Act (EPACT) was passed into law, lawmakers believed if federal fleets were forced to buy increasing numbers of AFVs, the needed infrastructure to fuel them would naturally follow. We all know differently. In Air Force Space Command, once upon a time, we were as frustrated as some of you are now. But, by the end of FY99, we will have CNG stations installed (or close to completion) at all 6 of our installations with AFVs in their fleets. Interestingly enough, only 4 of these stations will be in Metropolitan Statistical Areas (MSA). Even more interesting is the fact that five of these stations were funded using "other people's money."

How did we do it? The turning point was a joint Air Staff CE/LG letter dated 4 Mar 1996, entitled: "Acquiring Compressed Natural Gas Vehicle Fueling Capability." In a nutshell, this document directed both MAJCOM CEs and LGs to "work together to provide this (infrastructure) capability..." Check your files, you may still have a copy. If not, contact us and we'll provide you a copy. We then released our own MAJCOM joint CE/LG letter to the field. With agencies now directly responsible, the only remaining hurdle was funding. We exhausted almost all means of financing these projects until we discovered these two words: Pollution prevention, or P2\$ as it is referred to by the Civil Engineering community. AFI 32-7001, Environmental Budgeting, attachment A8 is the reference which authorizes spending P2\$ on AFVs and their infrastructure. More specifically, paragraphs A8.2.2. and A8.3.1. This pot of money is funded at the DoD level as a Program Element Code (PEC) in the 3400 appropriation. HQ USAF/CEV flows the funds to the MAJCOMs and we flow it to the wings based on their priorities (our CNG stations were funded as Priority 1). A tracking mechanism of these funds may be needed because once they arrive at base level, they are not fenced.

With both 1) responsibilities assigned and 2) funding secured, HQ AFSPC/CEV and LGT established an aggressive infrastructure construction goal of 66% by end of FY 98 and a 100% goal by the end of FY99. With CEV funding and overseeing the construction, LGC drafting the contracts, LGS coordinating the SBSS interface, and LGT being the technical requirements consultant and "keep 'em on track" facilitator - the rest, as they say, is history.

Some things were learned along the way that may help you reach your goal. Education in the AFV arena is critical. A great starting point is the web site: www.afdc.doe.gov. From this site, you can link to other invaluable sites like DOE's and EPA's web site, the Clean Cities web site, the AFV Buyer's Guide web site, current and pending federal and state legislation, AFV publications, AFV periodicals, and the DOE National Renewable Energy Lab web site. Of particular interest should be the Clean Cities site. This DOE program, which now has 70 communities across the nation, is a potential partner you should get to know. The Clean Cities coordinator in your area has access to funds you, as a federal agency, do not. By planning your infrastructure on the fence line of your installation or ensuring public access to the station, you might be able to partner with Clean Cities and apply for federal Congestion Mitigation and Air Quality (CMAQ), State Energy Program (SEP) funds, or even Foundation Grants. Public access (other federal fleets like the post office, municipal fleets like utility companies, private fleets like school systems and the general public) will also ensure proper utilization of the station, lowering the cost of the fuel for everyone.

One last note. Become familiar with every possible federal, state and local tax incentive available. And don't forget incentives offered by the manufacturers and the fuel providers. Although federal fleets may not qualify for the incentives, those companies you might partner or contract with may qualify for or benefit from them. This could become a bargaining tool for you during contract negotiations. For example, a company installing a CNG station can get up to a \$100K federal tax deduction – a provision of EPACT. Legislation introduced in the Senate this session (S1003) would increase this deduction another \$30K. This same bill includes provisions to credit alternate fuel providers \$.50 per gallon equivalent sold. Hopefully, the fuel provider will pass this savings on to the consumer, including federal fleets. Not knowing this fact might cost you quite a bit when negotiating the cost of CNG with your fuel provider, if this bill becomes law of course.

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Storing and Recycling Motor Oil

When something gets dirty, the average person throws the item away. But that's not the case if you're a vehicle mechanic on Eglin AFB FL. The Vehicle Maintenance Flight from the 96th Transportation Squadron began a new initiative that not only helps save money but also is environmentally-friendly as well. The flight recently installed five tanks that can hold a total of 1,400 gallons of oil for use in maintaining the 1,520 military vehicles here. Previously, 55-gallon drums were stored in a warehouse and moved into the maintenance area as the need arose. Flight mechanics now use recycled motor oil in all vehicles and, in compliance with an executive order, buy the re-refined oil at a 37 percent cost savings according to John Cecil, service technician for the flight.

By installing the tanks, we've closed the loop, Cecil said. By being able to keep a larger quantity of oil on hand, we save in manpower, oil costs and meet environmental constraints. Previously, it took up to thirty days to have the drums delivered. Then each drum was handled at least five times, heightening the risk of a spill. Now, in the closed loop, the Defense Supply Center in Richmond, VA, receives the order from supply, contracts the job out locally to an oil supplier, who fills the tanks in the maintenance flight. The turnaround is just seven days.

"We researched the regulations to purchase a safe tank with a double-wall construction," Cecil reported. "Now that we have the tanks, we can bulk order the oil. Plus, it takes only 35 minutes to deliver the oil instead of sending someone to get a new drum each time we need one." Last year, the base used more than 3,600 gallons of oil to keep its vehicles running. The new system means more than twice the amount of oil can be stored locally. "Before we could only keep five barrels on hand at a time," Cecil said. "The problem was if we ran out before the supply order came in, we'd have to order locally, which was extremely expensive."

Currently, the flight disposes of its used oil through the recycling center. The oil is then sent back to the refinery to be cleaned and then reissued. "This new process is saving more than \$3,000 a year plus untold man-hour savings," said Lt. Col. Jo Alfaro, 96th Transportation Squadron commander. "We're able to pass the savings on to our customers by charging them less for vehicle oil changes." Cecil commented he didn't know of any other installation using this method of storing and recycling oil. But, from the savings in time and money, it sounds like an idea that is worth passing along.

POC: Mr. Gary Snyder
Eglin AFB FL
DSN: 872-4510

Sun Energy

Would you like to cut down on your mobile maintenance calls due to dead batteries? Keep your WRM fleet ready to go? Cut back on your battery disposal? Do it in a way that is convenient and virtually maintained by itself? The 374th Transportation Squadron at Yokota Air Base Japan has recently incorporated Pulse Technology into their vehicle fleet to accomplish this. What exactly am I talking about you ask? Why solargizers of course! Solargizers are simply a small solar panel mounted on or in the vehicle that collects the sun's energy and transfers it to an electronic device that sends pulses of energy into the battery. It is a battery maintenance system used to completely eliminate sulfation of the plates inside your battery that is the main cause of battery problems and failures. It works by reversing the natural electro-chemical reaction within the battery.

Here is an example of how your battery wears out. In the energy transfer process inside your battery, the sulfur molecule in the electrolyte solution (battery acid) travels back and forth between the positive and negative plate, taking on and giving off energy. At some point, the sulfur molecules become so deeply discharged they adhere to a plate. Before long, they create an insulation barrier so dense it blocks the battery's ability to produce energy and your battery dies a painful death. Although there is actually enough reactive material in a battery to keep it

working for many years, in most cases it doesn't because sulfation prevents the process. The pulse technology in solargizers re-energize the sulfur molecule deposits, removes them from the plate and returns them to the battery acid as active sulfur molecules.

How much sunlight does this process need? On the average about one hour per day, but even cloudy days provide U-V exposure that can be converted to energy.

Does this same technology work with all the gel battery's we've been installing in our fleet you ask? The answer is yes!

Here in the 374th we've been installing solargizers in our WRM fleet. As we all know these vehicles need to be ready to go in a moments notice and need to be extremely dependable for the Air Force to accomplish it's mission. We are still in the infancy stage of the installation process so we don't have any solid metrics established, but time will tell. I'm not an expert on the subject so if you would like more information guess what I'll provide for you? You got it, a web site www.pulsetechproducts.com.

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Vehicle Depot

WR-ALC is now posting Depot Monthly Reports on their web page at <http://137.244.43.130/Depot/Default.htm>. These reports reflect the current status and the anticipated completion dates of vehicles being overhauled at the depot contractors. In addition, follow the "Appendix A" links for each vehicle type to see what repairs are supposed to be performed by the contractor. The pages also contain address, phone, and e-mail information for some of the contractors. This information may be helpful if you encounter a particular problem or warranty issue with a depot overhauled vehicle.

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AIR FORCE SCHOOL HOUSE

Changing Times: Transportation Officer Courses

Current events in Kosovo emphasize the importance of visibility for our cargo from acquisition to disposition. Total Asset Visibility uses three national systems to gather, store, and disseminate information. The first of these systems is Global Transportation Network (GTN) central repository for all in-transit information. The second system is Inventory Control Point Automated Information System (ICP-AIS) for all in-process and in-storage items. The final system is Logistics Information Processing System (LIPS) which is the central repository for all requisitions. Visibility of our cargo and personnel is just one of the subjects we teach in our courses. Student GTN accounts are not available. Therefore, GTN accounts should be applied for by following the instructions found at <http://www.gtn.transcom.mil>. The folks at US TRANSCOM can turn an account request around in a day. In an emergency, they can issue an account and provide a USERID/PASSWORD in a few hours if you have access to a STU III phone. We still teach the basic processes and principles of Vehicle Operations, Vehicle Maintenance, Combat Readiness, and Airlift & Joint Operations.

We are also validating our 17-day Transportation Officer Bridge Course. Our validation process has shown the class can be reduced to 15 training days. The reduction of two training days would save the Air Force several thousand dollars and make it easier for Reservists and Guardsmen to attend the shorter course.

We are also in the process of upgrading our current computers (laptops). New laptop computers should eliminate the problems we've experienced with our current computers, and provide us with increased multi-media capability.

We updated our web page located at <http://www.lackland.af.mil/345trans/> to ensure correct information gets to the field. This web page includes a link to the "read ahead" material "Transportation Managers Handbook," uniform requirements, classroom locations, and class dates. Speaking of uniform requirements, Warrior Day (BDUs) is now every Monday. BDUs are an approved uniform for wear during the entire course. Bring a set of "Blues" (short or long sleeved blue shirt) for local tours to transportation facilities and graduation. The tours include AFPC/DPASL for functional assignments briefing, JPPSO-SAT for personal property issues, and TRANSGUIDE for update on intelligent highway system. Mess dress or service dress is not required.

We have had a lot of questions and student comments about rental vehicles while at the schoolhouse. The use of rental vehicles has to be approved by your unit because it will come out of unit funds. Furthermore, it is a requirement to verify whether government transportation is available while TDY. If government transportation is available and a rental car is used, the member can be required to pay the rental costs out of his/her own pocket. The Vehicle Operations U-Drive It section at Lackland can be reached at DSN 473-3318 to verify availability of government transportation. If the transportation is not available and you are billeted off-base, it would be wise to get a letter of non-availability from the 37th Transportation Squadron when requesting authorization for a rental vehicle. Enjoy your TDY to the 345th Training Squadron.

Please feel free to contact any instructor at DSN 473-4918/8305 with questions or problems. They will do everything they can to assist you.

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Instructor Supervisor
Transportation Officer Course
Laackland AFB TX
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OTHER ITEMS OF INTEREST

Current Personnel Issues

Stop Loss: Stop Loss was an emotional issue and thankfully has come to a close. There was much discussion and deliberation determining which AFSC's would be placed on Stop Loss. The personnel that would be affected had completed their obligation as AF Transporters, made a decision to leave the AF, and we did not want to interfere with that decision and the individual's future. The primary emphasis was to use Stop Loss as a last resort. We would only implement when all other options were exhausted, and involuntarily retaining personnel was the only alternative to mission degradation. Vehicle Maintenance (VM) and Air Transportation were the two career fields warranting the most attention based on manning and contingency requirements. Even though most Vehicle Maintenance AFSC's were heavily tasked, the small number of personnel that would have been retained under Stop Loss would not have had a significant impact on the manning or contingency requirements. We felt that the large negative reaction to Stop Loss in those career fields would greatly outweigh the small positive gain (in manning) Stop Loss would have provided. Air Transportation, on the other hand, was a different situation. The CONUS/Enroute and contingency requirements were greater than the personnel resources available. There was no

other alternative than Stop Loss for Air Transporters; we needed all the 2T2's we could get a hold of to complete the mission. Even though Stop Loss was implemented for the 2T2's a liberal waiver policy was in effect for those who wanted to separate and had exceptional situations. All waivers submitted were approved, and requestors were allowed to separate. Many thanks to the professional Air Transporters who stuck it out and ensured the mission was accomplished.

Personnel Shortages: We continue to see personnel shortages in some AFSC's, particularly Vehicle Maintenance. High OPTEMPO and a thriving economy are two of the biggest contributors to a low reenlistment rate. To combat this trend, Selective Reenlistment Bonuses have been implemented for first term 2T2's and all 5 level VM AFSC's, with the exception of 2T3X5 and 2T3X7. We have been trying to get, and hopefully this summer will receive, SRB's for second term airmen in the 2T351/4 AFSC's. Enlistment Bonus' are offered for 3 VM AFSC's, and the number of non-prior enlistee's (AB's) brought into the struggling AFSC's is increasing to accommodate the outflow at the other end. One thing that we need to be aware of is that when looking at the health of a career field, the entire career field needs to be included. For Vehicle Maintenance this mean all 2T3's are lumped together for a manning level of 93% overall. The problem with the 2T3's is the 3, 7 and 9 level manning are all well over 100%, yet the 5 level manning is below 100%. To get the increase in non-prior service personnel needed to fill the 5 level shortages we have to make a trade off. That trade off is to let a few folks go at the high end of the career ladder, as we saw last year, retraining out 2T370's. This year we will retrain out a few more folks, transitioning nicely into the next subject.

FY00 Retraining Program: The FY00 Retraining Program will be released sometime in July. This year the only transportation personnel targeted for retraining out will be 10-2T370 TSgt's. Eligibility rules for *non-volunteer* selection are geared towards members with the least time in service being selected first (there are going to be some additional guidelines for the criteria this year). So if you have made TSgt below the average time for the AFSC, you need to be prepared. My recommendation for those in this category, or anyone interested in retraining, is to get your application in early. Although we hate to lose folks from transportation, there are some really good jobs out there to retrain into. Those jobs go fast though, so you need to get ahead of the game and be the first in line! We will be retraining into Maintenance Control and Analysis again this year, however, since we changed the classification (31 Oct 99-see note) this AFSC no longer has a lateral AFSC requirement. This means that other 2T3 SrA/SSgt's who were allowed to retrain into MC&A in previous years will not be able to this year. Only AFSC's that are on the retraining out list will be allowed to retrain in to MC&A. There may be exceptions to this policy, but each request will be thoroughly evaluated, with manning levels at the time of the request being a heavily weighted factor.

Note: Lateral requirement goes away with 31 Oct 99 publication of 36-2108. Next Overseas EQUAL Listing will be out approximately 4 Aug 99. See www.afpc.af.mil for the latest on assignments.

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Selective Reenlistment Bonus 2T3XX: The Air Force has completed its latest review of the Selective Reenlistment Bonus Program, the key monetary incentive program to attract sufficient reenlistments to sustain career force objectives for certain skills. These reviews are usually conducted semi-annually, and include each enlisted specialty. The criteria used for determining which enlisted skills receive an SRB includes manning levels, retention trends, force structure changes, and inputs from individual career field managers. SRBs are authorized in

one-half increments (or, multiples) from one-half to 10, and in three reenlistment zones for enlisted personnel with between 21 months and 14 years of service. The maximum allowable bonus is \$45,000.00, with one-half of all bonuses paid upon reenlistment with the remainder paid in equal installments on the reenlistment anniversary. In addition, the latest review resulted in the Air Force adding 24 Zone C (10 to 14 years of service) SRBs, the first use of Zone C SRBs since 1988. According to Lt. Col. Stan Cochran, Chief of Skills Management at the Pentagon, "The recent expansions of the SRB Program, to include the reintroduction of Zone Cs now, is due largely to the Air Force's renewed emphasis on force sustainment. That is, we are now shifting from the force reduction mode of the early-to-mid 1990s."

The list below reflects the SRB multipliers for our vehicle maintenance AFSCs. For more information, contact your local military personnel flight's reenlistment office:

AFSC	ZONE A
2T3X1	1
2T3X2A	1.5
2T3X2B	2
2T3X4	1

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Dsn: 574-2083

Innovative Development/Employee Awareness (IDEA) Winner: Ms. Suzanne A. Mertes, a Locomotive Engineer in the 9th Transportation Squadron at Beale AFB CA received \$1596 for a suggestion she submitted through the Innovative Development/Employee Awareness (IDEA) Program to contract the disposal of scrap metal to a local vendor. Ms. Mertes, who was a tractor trailer operator at the time, made daily trips to the Defense Reutilization and Marketing Office (DRMO) to haul scrap metal that was sorted and collected at Beale AFB. Round trip to the closest DRMO was 97 miles. The cost of each trip averaged \$183.

With three different collection points on base, one of the initial problems was when the bins were full, the collection point monitors could not accept any more scrap metal from squadrons until the metal was hauled away. With the downsizing and consolidation of jobs it was often difficult to get a driver and vehicle for this trip. Another problem with this procedure was that DRMO personnel would reject the scrap metal if it was "improperly sorted, too heavy in each bin, or otherwise considered contaminated." This of course resulted in wasted trips to DRMO and kept the squadrons from being able to turn in scrap as needed.

As suggested by Ms. Mertes, we use the same collection points on base, but the monitors record weights and types of metals turned in for recycling. A local salvage contractor picks up full bins within 24 hours of notification leaving empty bins available which eliminated turning customers away. The contractor reimburses Beale AFB immediately for the metals and there is a clear audit trail of the types and weights of metals turned in for reimbursement. Ms. Mertes's idea resulted in an annual cost savings of \$18,188 for Beale AFB. We highly encourage others to use the IDEA process, as Ms Mertes has, to improve our transportation processes.

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Military Pay Information Just a 'Pay Call' Away

Make routine pay inquiries directly to DFAS by dialing Pay Call (interactive voice response system) DSN 926-1281, COMM 303-676-1281 or 1-800-755-7413. By accessing Pay Call you can:

- Find out the amount of your last regular paycheck
- Obtain federal and state tax data
- Obtain debt balance information
- Obtain direct deposit and pay statement address information
- Get a list of allotments currently in effect; no history information is available
- Obtain current leave balance and last leave posted to your pay record
- Be re-issued a W-2 for prior year, only if no address correction is needed
- Recently separated airmen (up to 11 months) can get debt information, final pay amount and be reissued a W-2 and tax information

As a first time caller you will be asked questions to confirm your identity and to establish a personal identification number (PIN).

COT/IPCOT Leave Deferment

In cases where urgent mission requirements prevent a member from taking COT leave travel entitlement enroute, Air Force policy allows deferment of the COT leave. The COT/IPCOT leave travel entitlement must begin within one year after arrival at the new PDS or entering into the new IPCOT assignment. This one-year limitation can not be waived. Due to the high OPTEMPO of the military, Congress approved an exception to the one-year time limitation effective 1 Nov 95. Members who perform duty in connection with a contingency operation may defer travel for an additional year after duty ends.

The approval authority for the additional year rests with the commander. The member's current commander must certify, in writing, that the member performed duty in connection with a contingency operation. The following statement should be included in the commander's letter: (Members name & SSAN) performed duty in connection with a contingency operation. The termination date of this duty was (date). The new deferred COT/IPCOT leave entitlement will be for one additional year beginning on the termination date of the duty in connection with the contingency operation. There are no additional deferrals authorized (Title 37 U.S.C., Section 411B). The member must present both, the original PCS order, new COT leave order, and the current commander's letter to finance to obtain reimbursement.

Members are not required to be deployed away from the PDS. The commander is responsible for determining whether the member is performing duties in connection with a contingency operation. However, it is important that the duty be in support of a SECDEF declared contingency operation per JFTR, Appendix A.

Official Travel Distance

Ever wonder where the official travel distance, used for travel voucher computation, is taken from?

Wonder no longer! As of 1 Jan 99, the distance has been taken from the following web site:

<http://dtod-mtmc.belvoir.army.mil>

Per Diem Web Site

Look up Per Diem rates on your computer at <http://www.dtic.mil/perdiem/>

Split Disbursement

Want to save money and an unwelcomed delinquency letter? Use '*SPLIT DISBURSEMENT*'!

You can elect to send a portion of your travel reimbursement directly to NationsBank Visa Government Travel Card. When submitting your travel voucher just select the 'Split Disbursement' option in block 1 of DD Form 1351-2, Travel Voucher, and indicate the dollar amount you want us to EFT NationsBank. The travel voucher copy you receive from us will indicate the breakdown between the amount sent to NationsBank and the amount being EFT to your account.

Deployment Travel Issues

Are you financially ready for deployment? Whether the answer is YES or NO, take a look at the following items.

- Special Power of Attorney for spouse!
- Ensure you have your NationsBank Visa Government Travel Card. If not, apply today through your unit Agency Program Coordinator (APC). Advances will be given for extreme emergencies only.
- Make sure you have enough checks to get you through your tour of duty. A good rule to follow is, 1 check for each week of deployment. A new checkbook would be a good idea. (Note: Ensure there's enough money in your account to cover the checks.)
- Partial/Casual Payments: These payments are given for emergencies only and are limited. They may be less than the amount you feel you need.
- NationsBank Visa GTC: The GTC is for official travel only, not for non-travel related items. Using the GTC for non-travel related purchases represents fraud, waste, and abuse.

Travel canceled or curtailed?

Has your travel been canceled or plans curtailed? If so, here's some good news for you.

You may not have to absorb financial penalties normally associated with canceling or changing travel reservations. However, since there is no statutory authority for the military to reimburse airman in this situation, it is up to you to work with the company you made reservations through.

Norwegian Cruise Line officials said one of the best ways to help avoid penalties is to cancel or reschedule plans as soon as you know you will be unable to travel. Cancellations can be justified by providing a copy of deployment orders and, if possible, a letter from your commander stating the circumstance.

Additionally, six airlines including, American, Delta, Midway, Northwest, United and Continental are offering leisure travelers full refunds or waiving penalties for changes in travel dates.

Combat Zone Tax Exclusion Procedures

President Clinton has authorized Combat Zone Tax Exclusion (CZTE) for the following locations, effective 24 Mar 99: The Federal Republic of Yugoslavia (Serbia/Montenegro), Albania, The Adriatic Sea, and the Ionian Sea north of the 39th parallel.

Special Leave Accrual

Special Leave Accrual (SLA) allows members to carry forward more than 60 days leave when deployments or assignments to an Imminent Danger Pay (IDP) area or national-level operational mission prohibits the member from taking leave. Members can carry up to 90 days of leave on 30 Sep. Upon departing the IDP area, the member's SLA is the leave balance as of the day of departure from the deployed area or assignment.

For example: If a member deploys for 90 days on 1 Apr and has a leave balance of 60 days, they will have earned 7.5 days while deployed. Therefore, their SLA balance will be 67.5 days. Now if the member chooses not to take leave the rest of the fiscal year, their leave balance as of 30 Sep will be 75 days. However, they can only carry forward 67.5 (SLA balance) days because that was their leave balance when they departed the deployment site. Therefore they will lose 7.5 days.

Members are eligible for SLA if one of the following circumstances prohibited normal leave use:

1. Deployment to national-level operational mission for 60 consecutive days
2. Assignment or deployment to unit, HQ, and supporting staffs for 60 consecutive days when their involvement supporting the operational mission prohibits them from taking leave
3. Deployment for at least 60, but less than 120 consecutive days to a IDP area
4. Deployment for 120 or more consecutive days to IDP area

For members in item 4 above, the SLA will be systematically established by the Defense Finance and Accounting Service-Denver (DFAS-DE). For members in items 1-3, the unit commander must submit the request through the MPF (OPR). In joint organizations, the senior Air Force officer on staff is the approval authority. If SLA is approved, the request is forwarded to DFAS-DE to update the member's record and the leave must be taken within three fiscal years.

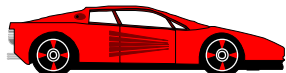
SLA isn't authorized for details, exercises, or hospitalization. If one of these situations applies, a member can request lost leave through a Board For Correction of Military Records. If the Board restores the leave, it must be used prior to the end of the current fiscal year.

Power of Attorney for Allotments

What type of power of attorney do dependents need to stop, start or change an allotment?

A recent change to DODFMR Volume 7A, para. 410804 now reads, "Power of Attorney. A special power of attorney may be used to establish, change, or stop an allotment. This special power of attorney must specifically state the authority to establish, change, or stop allotments. A general power of attorney is not acceptable to establish, change, or stop an allotment."

TDY Private Auto Mileage Rate Change



Effective 1 Apr 99, the TDY mileage rate for using your privately owned automobile for official travel has changed from 32.5 cents per mile to 31 cents per mile. The mileage rates for privately owned motorcycles and airplanes remains unchanged at 26 cents and

88 cents respectively.

Accounting Liaison Tidbits

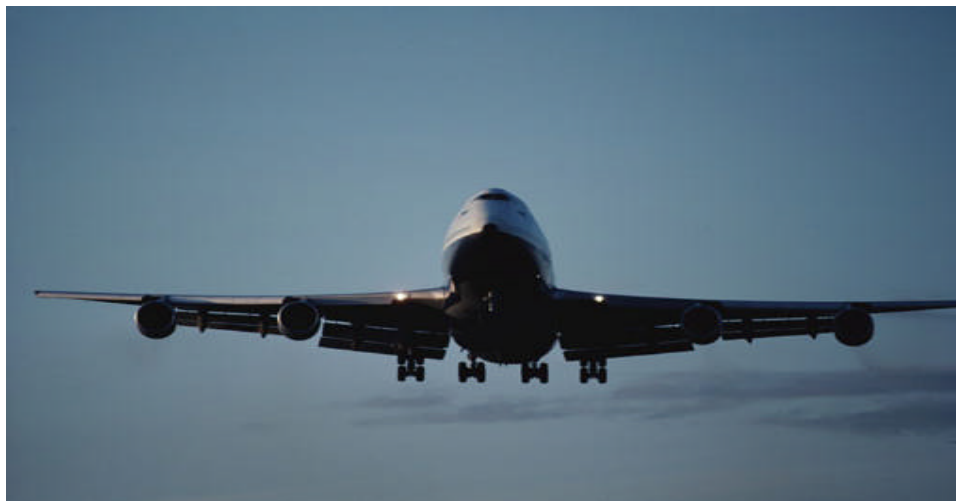


The Automated Business Services System (ABSS) is up and running. If you have any of the following forms that need to be processed, you must use ABSS.

- AF Form 9
- MIPRs
- MORDs, both services and travel
- JVs, both services and travel
- AF Form 4009, IMPAC

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PUBLISHER

The office responsible for the management of The Transformer is HQ USAF/ILT with delegation to the Joint Personal Property Shipping Office-San Antonio, Texas (JPPSO-SAT). We encourage your participation and ask that you make copies of the "The Transformer" and distribute them throughout your unit.

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HOW TO SUBMIT ARTICLES

Articles can be about quality initiatives, lessons learned, PAT results, etc. The crosstell you originate should be an action that has had some results, positive or negative.

Articles may be submitted by...

(1) E-mail. (2) Fax. (3) Mail disk with article in plain text or Word. (4) Mail hard copy of article.

All articles must be submitted through your MAJCOM POC, listed on this page.

HOW CAN I GET THE TRANSFORMER?

Visit our Internet Home Page: <http://jppso-sat.randolph.af.mil>, contact the program manager aaugust@jppsosat.randolph.af.mil, or one of the MAJCOM POCs listed on this page.

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